THE EUROPA ASHORE ON LONG ISLAND. THINKING HE WAS FIFTY MILES AT SEA-HOW THE

CREW WERE RESCUED. The iron steamer Europa, one of the vessels of Carr's Direct Hamburg Line, went ashore on the Long Island coast, one mile east of Quogue, at 11 o'clock on Tuesday night. The Europa left Hamburg on March 13' Her cargo consisted of sugar, glassware, rattan and liquora. Everything went well until Tuesday when the vessel ran into a fog-bank. At that time she was headed north-northwest. Early in the evening the officer in command lost his bearings and was unable to oncer in command the last carriers. The captain thought regain them for several hours. The captain thought that he was at least fitty miles from shore, and continued his course as if such was the case. Just before 11 o'clock, and while the steamer was going at a moderate rate of speed, those on board heard a grating sound followed by a sudden shock. For a few moments all was confusion. The sailors ran to and fro and the engines were stopped. At the time the shore was not visible, the vessel naving run on the bar, about a quarter of a mile from the land. The captain ordered the engines reversed, hoping that he would be able to back the vessel off into deep water. ould be able to back the vessel off into deep water. The engines were run under full headway, but the vessel would not move and further attempts were given up until daylight. The wind at the time was southeast and

there was a heavy swell.
Captain Jessup, of the Lifesaving Station at
Quogue, heard the ateamer's whistle blowing
signals of distress at 11:30 p. m., and or
dered out the life-boat, which reached the stranded ressel an hour later. Captain Kessal, of the Europa, sent his first officer ashore in the life beat to telegraph for assistance. It took some time to find the operator in Quoque and then it was found that the wires were out of der and no message could besent. The first intimation of the misnap to the Europa was received in this city yesterday morning. Meantime the steam tug Rescue, of the Merritt Wrecking Company, and the schooner Edwin that which have been cruising off Fire Island for a week, oking for wreckage from the Oregon, had gone to the schef of the Europa. Owing to the heavy sea they were unable to approach the vessel. Shortly after daybreak (aptain Jessup started to launch the life-boat again, but was found that the sea was running too high. The Life Saving erew then proceeded down the beach to a point directly opposite the Europa and began send ing out rocket lines, but were unable to reach the vessel for some time. They were finally successful and all the crew were brought ashore in the breeches buoy. They were quartered at the Life Saving

At the office of Phelps Brothers & Co., the agents of Carr's Hamburg Line in this city, it was said that the cargo of the Europa consisted largely of sugar. She also had on board 200 barrels of whiskey and a considcrable amount of general cargo. The sugar was valued at erable amount of general cargo. The sugar was valued at \$75,000 and was consigned to Matthlesen & Wieckers, of Frontand Wall sits. The manger of the agent's firm. Mr. Van Fragie, went to Inogue as soon as he heard of the stranding of the ship. The Merritt Wecking Company sent down the wiecking tug I. J. Alerfitt. Tugs were telegraphed for by the captain early in the forehoon. The Europa was the only ship of the line which did not carry possengers. She was built of fron, and registered 1,533 tons. She was built at Newcastle, England, in 1873, and was 260 feet long, 34 feet beam and 27 feet depth of hold. G. E. Carr, of Hamburg, owned her. She had three water-tight buikheads and double docks.

docks.

After the fog lifted the vessel was seen to be rolling heavily in the surf and the captain feared last night that she would be carried over the bar, in which case she will probaby go to pieces. The shore was lined during the day with people waiting the breaking up of the vessel in the hope of obtaining a portion of the cargo of sugar. It is understood that when the turs arrive an attempt will be made to lighten the vessel by unloading some of her cargo, but it is doubtful if anything can be done while the sea is running so high. The captain reports five feet of water in the hold.

WRECK OF THE CAPITOL CITY. LITTLE HOPE OF SAVING THE STEAMER-ONLY

TWO PASSENGERS ON BOARD. The steamer Capitol City of the Hartford Line which left Saybrook at 11 o'clock on Tuesday night for this city ran ashore on Pearson's Point, near Rye Beach during a thick fog about 5 a. m. yesterday. There were only two passengers on board and they were landed without much difficulty in the steamer's boats. The steamer struck head on and is now lying with her stern in about fourteen feet of water; the stem is high and dry. The captain and crew remained on board and the purser came to this city. There is a large hole in the bow of the steamer, but the full extent of the damage could not be ascertained yes-

G. Smith, the agent of the line, went steamer in the morning with one Ch pman Wrecking Company's vessels. The Capitol City was an old boat and a sister ship of the unprecedently high. Much damage has been done, from Saybrook. She was commanded by Captain J. N. Russell, who has been in the company's service for many years and is considered one of the most careful and experienced e. ptains on the Sound. In the summer the Capitol City ran from for No. 28 East River to Hartford, but at this season of the year she only went as far as Saybrook, where she connected with the Connecticut Valley Rail-road for 1 artford. She was to make her first trilp through to light to-night.

One of the firemen who came from the wreck in the

afternoon said that the steamer was in a bad position and that her bog frame was broken. He described her as being surrounded by rocks and liable to break up if a south-west gale came on. The boat had been ranning through a dense fog for some hours previous to her striking and was several miles out of her carse. When she struck the rocks every one rushed on deck, but the confusion was soon quieted by the officers and the passengers were quietly put ashore It was then just beginning to grow light and the fog was lifting. The outline of the shore could be seen a short time after the vessel struck and this reassured those who were disposed to be timid. The Capitol City had bad weather from the time she left Saybrook, and the westerly gaie drifted her further west than Capitali Russell thought.

the westerly gaie drifted her further west than Captain Rinssell thought.

The statement made by Captain Rinssell is in substance as follows: "We left Saybrook at 11:30 p. m. on Theaday, and made Staiford Shoal Lighthouse at 3 p. m. At Huntington's light the fog was so thick that nothing could be seen, and we only knew where we were by hearing the fog horn. We were ranning eight knots an hours and satling on our regular course, but it seems that the compass varied about two points, which brought the vessel mixie of Black Ton Rock, just south of Rye Beach. I did not discover my position until saw the rocks and affrom the pilot-house. I then gave the signal to back, but before the wheels had turned haff a revolution the vessel struck the rock and soon filled. There was too paule, for it was evident that the vessel could not sink very low. The tide was then at a quarter flood. The vessel soon settled down and now lies on the rocks. The whole blame is due to the shortcoming of the compass.

quarter flood. The vessel soon settled downant heavon the rocks. The whole blame is due to the shortcoming of the compass."

The steamer has a light cargo of britannia ware and tobacco which is all damaged. Last night Captain Russell and Chief-Engineer L. M. Beebe were on board with their assistants, but were preparing to leave the vessel for fear that she would go to pieces as a southern gale was viowing. The steam lighter Alice Haggerty and the schooner Fly, sent up by the wreeking company, could not get near the steamer on account of the gaie and nothing could be done last night toward saving any of the cargo. The vessel was valued at \$100,000, and is maured for \$75,000. She was built in 1852 in this city and was named the Chy of Hartford. In 1853 she was rebuilt and her name changed to Capitol City. She was licensed to carry 977 passengers, and 1.400 tons carrying capacity. She drow seven feet of water aft, light, and seven and one-half feet loaded. She was 250 feet long and 40 feet beam. There were two tollers, one on each side over the guards. The value of the cargo is estimated at \$25,000, mostly insured.

THE GULF OF AKABA THOUGHT TO BE LOST. The steamship Gulf of Akaba, which sailed from Huelva on March 8 with a cargo of 2,000 tons of fron ore consisted to John Parsons & Co., of No. 105 John-st., this city, has not arrived, and is believed by many shipping men to be lost. Captain Scotland, of the ateamship Sikh, who arrived here last Saturday from China and Japan, reported that on March 18, in latitude 45' and longitude 44" 18', during a terrific southwest hurricane, he sighted the Gulf of rific aouthwest nurricans, as against Akaba. She was rolling beavily, but did not appear to be in any danger. The hurricane lasted eighteen hours, and it is feared the Akaba met with an accident. She was under claster to load petroleum in cases for Bombay and ports on the Red sea, and, according to her charter, should have been ready to load to-day. The onarterer on Monday gave up all hopes of the vessel's arriving, and in order to carry out his contract with the shipper and owner of the oil freight he was obliged to cancel the charter and send to Philadelphia to engage the steamer Sur Garnet Wolseley, which is now on her way here. Messrs. Funch, Edye & Co., the agons of the overdue vessel, entertain grave fears for her safety.

The Gulf of Akaba had on board a crew of about thirty-five men, in command of Captain A. Walls. She was an iron screwsteamer of 1,604 net tonnage, and was built at Middiebore, England, in 1883, for the Greenock Steamship Company Limited, by E. Dixon & Co. She was 275 leet in length, 37 feet beam and 19 feet deep, She had five bulkheads, and was valued at \$150,000. Her cargo was worth \$75,000. Both ship and cargo are believed to be insured. Akaba. She was rolling heavily, but did not appear to

COLD WEATHER IN TEXAS.

GALVESTON, Tex., March 31 .- A heavy frost in Northern Texas on Monday night did great damage to nts come reports that nearly all the early fruit trees to their vicinity have been blasted. Garden vegetation has been set back fully two weeks over a wide expanse of southwestern territory. The cold wave extends far

STRANDED IN A DENSE FOG. beyond the Ric Grande. Winter wraps were comfortable here at midday yesterday.

TRAVEL STOPPED BY FLOODS.

BIG WASHOUTS ON SOUTHERN RAILROADS. SWOLLEN STEEAMS AND SUBMERGED TOWNS-SNOW

IN THE WEST. CHATTANOOGA, March 31 (Special) .- The storm has been incessont for forty-eight hours. The rainfall last night was eleven inches. The outsying country is flooded. The Tennessee River is forty feet above low water mark and if the rain continues it will reach fifty by noon to-morrow. The lower pertions of the city are already inundated. In the flood of February 28, 1885, the river rose fifty-seven feet when Market-st., the principal thoroughfare, was flooded. All re-ports from tributaries above show a heavier rise and it feared that the city will have another flood. Chattaploga is affil without railroad communication. The East Tennessee has a bridge out near Cleveland. The Nashville and Chattanooga has a heavy washout at Whiteside and two land slides beyond. The Alabama Great Southern has lost two bridges near Fort Payne

anticipation of a flood to-night. Business men are of-fering their factories for homes for the distressed

LOUISVILLE, March 31.-Rain has been falling almost constantly for nearly three days throughout the State. At Williamsburg, Ky., the Cumberland River is higher than ever known, and farms are inundated, so tant over 100 families have been compelled to move to high ground. Large losses of live stock are reported. A flood of the Big Sandy is threatened at and above Cattlettsburg. At Jellico, near the State line, on the Knoxville branch of the Louisville and Nashville Rail road, the houses are all submerged and trains are unable to get through. No trains on the East Tennessee, Vil ginia and Georgia road have arrived at Jellico thirty-six hours, and it is reported that 400 feet Meed's Tunnel has caved in. Railroad bridges on the south on the Louisville and Nashville and Cincinnati

southern are reported washed away. Southern are reported washed away.

Birmingham, Ala., March 31.—Dispatches to The Age
from all important points in North Alabama show that
the rain of Monday was one of the heaviest for many years. The Warrior River at Tuscaloosa is reported higher than at any time since 1832. Regular railway higher than at any times the Monday night. No tradic has been suspended here since Monday night. No trains are arriving or departing on the Louisville and Nashville, Queen and Crescent, and Georgia. No serious accident is reported other than the going down of an sama Great Southern. The engineer and fireman went down with the engine and had to swim for life. The engineer barely succeeded in stopping in time the

passenger cars following. RICHMOND, Va., March 31 .- The heavy rains of the past three days have caused considerable rise in the waters of the James River. The wharves in the lower part of the city are submerged several feet, and the merchants in that section along the water front have removed their goods to places of safety. Cellars on Main-st. as high up as Sixteenth-st. are filled with water. Rain is still failing this evening steadily, and the indi-cations are that the freshet will assume the proportion of some of the great floods of the past. Reports from along the Rienmond and Alleghany Railroad at noon stated that the water at Balcony Falls had risen 1219 feet, and was rising rapidly; at Lynchburg 14 feet and riving. In Columbia (the confluence of the Rivanna and James Rivers), fifty-seven miles above Richmond, the water was up 25 feet, and rising eight inches an hour. At 5 p. m. no report could be had from west of Columbia, as the telegraph wires were down. The water at that point had rised to 27 feet, and was still rising. The track of the Richmond and Alleghany Railroad is under water at several points, and a bridge

HARRISONBURG, Va., March 31.-The fall of rain, minated last night and this morning in the most dis the shenandoah River are exceedingly high, and that stream, it is leaved, will sweep the lowlands along the banks. It has been rising rapidly all day. The rain has now ceased.

DANVILLE, Va., March 31. - There was a terrible thunder storm here this morning. Lightning struck a house in which were five persons. The house was torn to pieces. A young man was sitting on a trunk leaning against a window. The window was shattered and the young man's clothes torn from his person, but he was not seriously nurt. About the same time clostric light wires were struck and one of the dynamos badly dam-aged. The storm has now abated.

STAUNION, Va., March 31 .- Violent rain during the past forty-eight hours caused dest active floods in the norning. The storm covers a broad area and has seriously interfered with telegraph communication. The N. Y., and from Memphis. Tenn., to the Lake Superi region. The centre of the storm is in Ohio, between Toledo and Sandusky, where it is raining.

BAD WEATHER ON SEA AND LAND. THUNDER, LIGHTNING AND RAIN-TROUBLE WITH

TELEGRAPH WIRES. All Tuesday night and all day yesterday it was what saliors denominate "dirty weather" at sea. A dense log hung over the ocean and the Sound in the early morning and all day there was fog, wind and occa sional gusts of driving rain. At night the wind rose high and sent the rain dashing through the thick air. It was a bad night for the strander ships on the coast

and for the ships trying to make a harbor.

In the early evening the rain assumed the character of what is called a Scotch mist. During the day there was little wind. It increased, however, as night came on and about 8:30 p. m. it became a gale. Ten minutes later the rain began to come down in torrents. The wind blew at the rate of twenty-nine miles an hour and with the rain made pedes rianism exceptionally unpleasant, as it was almost impossible to carry an umbrella. First the wind would be from the southwest and then from the southeast. Then, as if undecided as to just what direction it should take, it would blow from the south. After about an hour the rain almost ceased. When the storm was at its highest the lightning flashed brilliantly

After about an hour the rain almost cease. When the storm was at its highest the lightning flashed brilliantly and the distant rolling of thunder was heard, while occasionally it hadled.

The telegraph companies had much trouble with their wires. With points in the extreme South, such as Jacksonville, Fla. New Orleans, and places in Texas all communication was cut off. Places in the West such as Chicago while not enlirely isolated were uncertain. At one time there much be a dozen wires working; ther almost immediately all might be cut off but one. So uncertain was telegraphing that the companies did not attempt to send anything but the most important dispatches. The trouble was not alone the wind and rain but about 4 p. m., electrical storms began to manifest themselves. It is what telegraph med call the aurora, it was apparent long before the thunder storm came. Such storms often take place. This was the main cause of the trouble in the West and Northwest. In the South the telegraph men believed that there had been a great wind storm. At Smuthsville, S. C., there were two inches of tain in eight hours. The prospects are that it will rain this morning but clear up and grow colder as the day advances.

Fixe wind early has evening tore a large sign from the first story of No. 1,264 Broadway, and it struck and seriously injured Henry Cormack, are forty-two, of No. 407 West Sixty-second-st, and Flora B. Addridge, age twenty, of No. 434 West Eighty-third-st.

A TORNADO STRIKES A GEORGIA VILLAGE. STONE MOUNTAIN, Ga., March 31 (Special) .-A tornado passed over this village last night. Before the people could take refuge in their "cyclone pits" the storm was upon them. The frame house of James Howell was lifted and hurled through the air, the boards scattered like chaff and the chimneys levelled to the ground. The them fatally. The tornedo has left a path 200 yards wide

ALLEGED ELECTION FRAUDS IN CINCINNATI CINCINNATI, March 31 .- The Sun (Independent Democrat) will te-morrow publish an article claiming that a glaring fraud was perpetrated in Precinct G. Sixth Ward, in the October election, by which Frank Ratterman, Democratic camidiate for County Treasurer, was deprived of 300 votes, and his republican opponent, Wilsam Boettger, was credited with about 300 more than he received.

DEMOCRATS TRYING TO GAIN TIME. COLUMBUS, Ohio, March 31 (Special) .- Repubhean Senators are considerably provoked to-day over the demand for more time by the Democratic contingent of the Schatorial Investigating Committee. At Cin-cinnati sat week, when Schator Pavey wanted to end the investigation, the Democrats promised to be through by April 1, but now the idea seems to be to kill time and pile up expenses. Already \$18,000 has been paid out

Republican Senators are in favor of this proposition, but they are not, and will fight it out at once.

COUNTY DEMOCRATS IN A REFORM MOOD. TALKING OVER THE NECESSITY OF GETTING RID

OF BAD ALDERMEN. The County Democracy caucus met again last night in the rooms of the New-Amsterdam Club to take action on the report of the sub-committee of ten. This ommittee was appointed at the former meeting to consider the action of the a mbers of the organization who while merbers of the sound of Aldermen in 1884 voted for the Broadway Railro. ! franchise and also those members of the present B. and who voted for the Cable Railway scheme.

triets were represented. Among those present were ex-Mayor Cooper, Police Commissioner John R. Voorhis Excise Commissioner William P. Mitchell, Police Jutices Maurice J. Power, J. Henry Ford, Daniel O'Reilly. and Henry Murray, Thomas Costigan, Fire Commissi Henry D. Putroy, E. Ellery Anderson, Nelson J. Water Henry D. Puttoy, E. Enery America.

Boury, Mantice B. Flynn, James Boyle, and Colonel J. J.

Mooney. The committee through its chairman, E.

Ellery Anderson, made a report strongly consuring the
Aldermen who coted for the railway franchises and
recommended that extreme measures be taken with

recommended that extreme measures be taken with thom.

A long discussion followed. Several of those present took the ground that the only salvation for the organization was to ridited of those who had brought disgrace upon it. Only in this way could it hope for success when it should go before the people next fall. Others, who wished to temperize thought it might be better to request the resignations of those who had made themselves conspicuous by their advecacy of the Broadway and other franctions shemes.

The committee, it was ascertained, had been somewhat divided on this point. The more moderate feared the effect on the organization of driving out so many who had been active workers. The discussion at times was heated. At 1 a. m. the caucus was still in session. It was believed, however, that the result of the night's deliberations would be to relieve the organization of exvice president Jachne, John Keenan and several others whose names have been brought into disreputable prominence by the investigation of the Senate Committee.

PLOITING AGAINST NEW-YORK.

WHAT HERR MOST AND HIS FACTION ARE DOING-CRIMINALS AMONG SOCIALISTS,

Boston, March 31 .- Benjamin B. Tucker, of the a archist paper Liber'y, exposes in his pato day what he calls "a gang of criminals" among the followers of John Most. Mr. Tacker asserts that for nearly two years many of the most active members of the German group of the International Working Peode's Association and of the Social Revolutionary Club, ompanies by insuring buildings and stocks far in excess of their value, secretif removing the goods, firing the buildings, swearing to heavy losses and obtaining has been the explosion of a kerosene lamp. In one of the 1885 fires a woman and two children were In one of the 1885 fires a woman and two children were burned to death. The guilty persons are now serving life sentences. The gang expends its profits in rictons inving, and the men commit unblushing perjury in each other's defence. The facts are well known to German soonalists, but seem to escape the attention of the police. John Most has so thing to do with organizing the plots, and for a long time was ignorant of their existence. Ou learning of them, however, he refused to repudiate the propertators and still retains some of the worst of them as his right-hand men. Liberty declares that the Anarchist faction controlled by Most is posting to burn buildings and commit other outrages upon property-owners in New-York.

LOSSES AT KEY WEST.

FOUR THOUSAND PERSONS THROWN OUT OF EM-PLOYMENT.

Ker West, Fia., March 31 .- The loss of property by the fire is estimated at \$1,500,000. Four thousand persons are thrown out of employment. There are provisions enough in the city to last about one week. \$573 in aid of the sufferers. The Board of Trade has

BURNED IN THEIR BEDS. CARVER, Minn., March 31 .- The Merchants' Hotel was burned this morning. Andrew Swenson, age exty, and an unknown man were cremated in their ords. Loss on the hotel not estimated, but fully covered

LOSSES IN VARIOUS PLACES

FowLER, Ind., March 31.—The hardware store of Snyder & Crandall and the restaurant of Mrs. McMurtrie were destroyed by fire yesterday. Loss on buildings and stock, \$13,000; insurance, \$4,000.

DORCHESTER, Wis., March 31 .- A fire originating in Schaefer Brothers' general store yesterday spread rapidly and destroyed the larger portion of the business houses in Main-st, before it was got under control. Loss, \$35,000; insurance, \$12,000.

Boston, March 31 (Special) .- A few days ago Hampshire, well-known in Boston, died suddenly, as it was alleged, of apoplexy. He had been married only a few weeks. He was the treasurer and manager of a large shoe manufactory at Epping, N. H. It was a joint-slock corporation, the stock having been taken by Colonel Hoyt's His reports all tended to monstrate that the company was prosperous. enerous dividends were paid, and Colonel Hoyt was on the topmost wave of popularity. An investigation of the affairs of the company although not complete, reveals bad conduct on Hoyt's part. He issued a considerable amount complete, reveals bad conduct on Hoyt's part. He issued a considerable amount of irregular paper, and while the company was actually in debt, horrowed money on fletitions securities to pay dividends. He induced personal friends, including his own father, to sign his paper, and in several instances he has thus left his friends in destitute circumstances. There is \$35,000 and more of irregular paper out. The female bookkeeper was given a rigid cross-examination by Hon. C. H. Burns and others. She stated that it was Hoyt's custom to take from the drawer what money he wanted and leave a memorandum, the memorandum so blind that it was impossible to know anything about the transaction. He also took blank checks from the check books and hited them out for amounts and purposes the had no knowledge of Over \$14,000 has been taken from the concern which the bookkeeper has no account of and which is positively irregular.

PHILADELPHIA, March 31 (Special) .- An imortant meeting of coal operatives was held this after noon at the Lehigh Valley Railroad office. There were present President George R. Roberts and Vice-President Frank Thomson of the Pennsylvania Railroad Company; President John King, Jr., of the New-York, Lake Erie and Western Rathroad Company; President E. P. Wilbur and Vice-President Hartshorne, of the Lehigh Valley Railroad Company; President Joseph The Luckawanna, the Delaware and Hudson, and th other coal companies were not represented. The Penn-sylvania's position was the chief subject of discussion. President Roberts declined to admit that his company would allow a certain percentage on the ground that he

NEW CINCINNATI POLICE COMMISSIONERS. COLUMBUS, Ohio, March 31 .- Governor Foraker this morning appointed the Cincinnatt Police Commissioners as follows: Two years-Thomas C. Minor Democrat; George R. Topp, Republican. Four years-Robert J. Morgan, Republican; Milo G. Dodds, Demo

rat.

The appointments were made under the new non partisan police law. The new Board will organize at once to prevent any police interference in the spring election on Monday. The Democrats are not pleased with Milo G. Dodd, who has boiled the ticket twice in succession because of his featity to Fendieton's cause. The new law is considered the salvation of Cincinnati for a deliverance from the gang rule of both parties.

EREAKING THE RECORD FOR COTION SALES. NEW-ORLEANS, March 31 (Special).-Last reck the house of V. & A. Meyer, of this city, sold 4,200 bales of cotton for shipment to Havre. This big lot went on record as the "champion sale," and was referred to with pride by the house until yesterday, when Lehman, senting Manchester spinning inits. The sale was the topic of conversation to-day, and the facts were tree-graphed to American and European exchanges. The cotten graded from strict low middling to middling, and brought market quotations.

TELEGRAPHIC NOTES.

SHEEP SHEARERS IN CONVENTION.

MIDDLEWRY, Vt., March 31.—The fifth annual the ting of the Vermont derind sheep shearers. Association began here to-day and will continue three days. Many prominent sheep breaders from New-York and various Western States are in attendance. The usual high tariff resolutions were passed.

Western States are in attendance. The usual high fariff resolutions were passed.

KILLED BY HIS MISTRISS.

MEMPHES, Penn., March 31.—"Al." Bennett, formerly a travelling Salesman for Hall's Safe and Lock Company, of Lounville, but more recently in charge of an agency established here for Distell's Safe and Lock Company, was sind and kilded to-day by a woman with whom he had been hving. She shot herself immediately after and is in a dying condition. for expenses, witness fees, and carriage hire. It has been the most expensive investigation on record in Onio, and the taxpayers are grambling, as it is now nearly time for the Assembly to adjourn. The purpose of delay is to secure a postponement of the Chemianti Sanadoriai contest until next January, allowing the four Democrats to retain their seats. Democrats say that a lew

FREIGHT MOVING ON THE GOULD SYSTEM.

THE MEN ORDERED BACK TO WORK-139 TRAINS ON THE MISSOURI PACIFIC. [BY TELEGRAPH TO THE TRIBUNE.]

Sr. Louis, March 31.-The situation to-night is hopeful, and from present indications the strikers will all be back at work some time to-morrow. The telegram of General Master Workman Powderly o Martin Irons was sent out to-day by District Assembly lines. The Executive Boards of the three District Asemblies went into session about 10 o'clock, and shortly

affects only District Assembly No. 101, was issued and

telegraphed broadcast : At 3 o'clock the Wabash switchmen who struck last week received the order to return to their switches and one hour later all appeared in the yard ready for duty. No objection was made to any of them and all were Hannibal and Moberly in the employ of same company went back to work at same time. The order issued by District Assembly No. 101 does not affect the troubles in East St. ouls, but as their men quit work through sympathy for the Missouri Pacific Knights, they

will probably be ordered to report for work in the morning. None of the roads except the Wabash succeeded in snowstorm was in progress all day, and this, with Knights that nothing but persuasion would be used to fer teamsters to haul freight from St. Louis has effects out freight, there is no freight to take out. It cannot be taken across on the bridge and teamsters refuse to haul. The Chicago, Burlington and Quincy made two attempts to take out trains, but the engineer and fireman in both cases deserted their engines when asked by the strikers. The Ohio and Mississippi had a similar experience.

we ask you not to go out on that engine." vey, two strikers, to-day on a charge of intimidating employes. The prisoners were taken to Springfield, Judge Watts, of Belleville, Ill., made a conservative address to the Grand Jury on the strike and instructed that body promptly to investigate acts of vicence and place the responsibility where it should be

The coal famine here is approaching huce dimension and many more manufacturing establishments are shut-

The Missouri Pacific officials this morning sent out three freight trains from their yards, the regular number. It is now conceded that the road is practically open. On the entire system 139 freight trains were moved to-day. Freight was received at all points as usual, and the road is well under operation. The pay-car started over the road this afternoon. A dispatch from Houston, Tex. said that the facilities of the road were being tested to their utmost capacity in moving accumulated freight.

SEDALIA, Mo., March 31.- A dead calm prevailed in this city to day. Freight trains were moved without in

Parsons, Kau., March 31.—The Knights of Labor have declared the strike off, taken their men off of guard duty and will go to work in the morning. Freight trains hav been running all day.

East St. Louis, March 31 (Special). - Governor Oglesby, of Illinois, accompanied by the Assistant Adjutant-Gen eral, arrived at East St. Louis to-night. Twenty thousand rounds of annuntition were dis-tributed to the troops in various parts of the State and they are ready to move at a moment's notice. Everything was quiet here to-day, and there will probably be no occasion to summon the militia if the men resume work to-morrow, and there is every prospect that they will. Governor Oglosby said: "I came down to consult with Adjutant

whether to be sad or jubilant. Many say that it is only a temporary truce, and they fear the railroad that is to confer with Mr. Hoxie just as soon as the men get to work. The point made by the strikers is that the arbitration should take place first and then to work, and not work first and then arbitrate. All of the committee will be Knights of Labor and strikers, so the men claim a victory on the ground that Mr. Hoxle will have to negothate with a committee of Kuights of Labor, let him call them by what other name he will.

AN ANGRY MOB IN FORT WORTH. STRIKERS INTERFERING WITH TRAINS HELD AT

BAY WITH WINCHESTERS. FORT WORTH, Tex., March 31 .- About noon, as a freight train was making up on the Missouri Pacific road, a mob of strikers the engine, but was knocked down with the butt end of a six-shooter in the hands of a deputy sheriff. The mo was told to stand back, the officer threatening to shoot the first striker who aping to shoot the first striker who approached the train. The strikers were unarmed. Three freight trains succeeded in making their way to Hodge Switch Station, three miles north of here. They were followed by the strikers. In order to save the engines from being "killed" the cars were side-tracked and the engines were run on to Denton. The strikers removed all the coupling-pins from the cars on the side track and then returned to the city. The sheriff has summoned 100 of the leading citizens to appear at the freight yards to-morrow, armed with Winehester rifles or revolvers, when it will be decided whether mob force shall rule or not. The track used by the Missouri Pacific Railroad from here to Denton belongs to the Texas and Pacific Railroad, and United States Marshal Cabell with deputies will be here to-morrow to aid in the movement of freight.

VANDALISM IN ATCHISON. MASKED STRIKERS BEAT DOWN A GUARD AND DE-

STROY PROPERTY. ATCHISON, Kan., March 31 (Special) .- The successful moving of trains yesterday and the presence of the sheriff to protect property and life the people to suppose that

strikers had at last been conquered, but last night a more daring and destructive raid was made by them than ever before. The shops were guarded by ten deputies, who were attacked guarded by ten deputies, who were attacked early this morning by some seventy-five masked men, who captured the guards and then proceeded to demolish engines, cut belts and disable machinery generally. The damage done was considerable, and it will take three or four days to repair it. This morning the Sheriff took out four trains, driving off masked men who attempted to stop them. them. meeting of business men was held this after

oon who denounced the vandalism and re-nested the managers of the road not to employ any quested the managers of the road not to employ any of the men engaged in it.

A circular was issued by the trades union this afternoon announcing that the strike was over. But the men dishelieve it and have telegraphed to St. Louis for positive advice.

THE EXECUTIVE BOARD STARTS WEST. VIEWS OF MUMBERS ON THE SITUATION-TONE OF LETTERS FROM LOCAL ASSEMBLIES.

Room No. 322 at the Astor House was deerted yesterlay. The members of the General Executive Board of the Knights of Labor all left the city and the scene of operations so far as the Southwestern strike is concerned in now transferred to St. Louis. Predicons that this actilement would meet the fate of the Study arrangement and that the Executive Board no trouble about the resumption of business on all the roads which have been recently stopped. The members of the Board were not able to get away as early as they departure brought stan early hour many members of the order to their doors, who either wished to find out what had been done about the troubles or bad grievances which they wished to talk about before the departure of The Board. These visitors, the answering of dispatchs and the other hitheodis and ends which had to be closed up, kept the members of the Board busy all the morning. Becretary Turner managed to catch the I p. m. train for Philadelphia. It was necessary for him to stop three to put his business in shape for an absence of unknown duration. He will meet the other members of the Board in Philadelphia this morning and all will then go to St.

Louis. Mr. Bailer was the next to go, taking the 3:20

The striking dyers of the Bigelow Carpet Company to reduce wages. I had heard that the employes of the Eighth and Ninth Avenue pioying 250 men, have shut down. An accident to the machinery is the reason given, but there is a dispute between the first as only leave, but their paid that the employes of the Eighth and Ninth Avenue pioying 250 men, have shut down. An accident to the machinery is the reason given, but there is a dispute between the first as our men and I asked two of our employes of the wages.

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o'clock train for Philadelphia. Mr. Hayes 'went on the stayed last night.

Little business of public importance was transacted by the Board. No effort was made to see the rallway flicials again. Many telegrams were received from the various local assemblies along the line of the striking and promising to obey if it was so. Replies were sent to all the inquirers. The most important dispatch came from Martin Irons. He asked if the order signed by Mr. strike was off on the Texas and Pacific and the other roads which have been on strike, besides the Missouri Pacific. A reply was sent to Mr. Irons but the exact nature of it could not be learned. There seems to be at trouble has not been settled definitely. This is shown by the tenor of some of the communications received by the Board yesterslay. One of the largest District Assemblies in New-York sent in resolutions advising the General Executive Board to insist that the agreen ast made be carried out and to assure the " boys " in the West that they would be properly taken care of in case of future trouble. As an earnest of their seriousness they pleaged themselves to furnish \$1,000 a week! It was necessary. A local Assembly in the city offered to urnish \$600 weekly and another \$500 weekly for the same purpose. Many similar letters were received. In speaking of these communications Mr. Hayes said:

"They simply show the feeling of the order in the matter and show that we will have its support in any action which we may see fit to take. I don't think that there will be, trolleast need of any finat challed, nor do I see where any high can take place. There extainly still be none on the part of our men. The tone of the dispatches received shows that, and my impression is that the radical people are as anxions to see the matter settled as we are. There may, however, be a lattle delay in cettling to work. Our leard will arrive in St. Louis either to thorrow night or Friday morning. If there should be a renewal of the troubles I think the Excentive Board would come back to New-Yerk. It is the headquarters of the railroad people and would be the best place for us."

"What action will the order take in regard to the new who are refused re-employment on the ground that they have injured the property of the company I" was asked.

"I don't know. That will be a matter for the Board to consider."

Mr. Bailey said: "I don't know as I have anything West that they would be properly taken care of in ca-

"I don't know. That will be a matter for the Board to consider."

Mr. Balley said: "I don't know as I have anything further to say about the Southwestern troubles. I think that they have been settled and now only the details of putting the men to work and getting a redress of their grievances remain to be attended."

When asked if any action would be taken to restrict the indiscriminate use of the boycott, so that it could not be used on trivial pretexts, Mr. Bailey said:

"Some such action may be taken. I believe that the boycott should be used to correct abuses and not to create them, and its use should be regulated accordingly."

In reply to the inquity if he considered the strike

create them, and its use should be regulated accordingly."

It reply to the inquiry if he considered the strike ended, Mr. Gould said yesterday: "I do not know that I have anything to say. The matter rests wholly with Mr. Hoxie, who will do what he thinks to be for the heat. The strike was really broken last Saturday, and the end would have come a little scorer, if it had not been for some misunderstandings. The funsiness of our railroads has been resumed, and if the strikers should not return to work it probably will not be interrupted. There were 139 full trains moved on the system yesterday, and the traffic to-day, so far as I can judge from my dispatches, is considerably larger. Under usual circumstances the number of trains is from 130 to 150. The movement yesterday was accomplished although only twenty-five of the strikers had returned to work. To day there were nearly 200 freight cars baded at St. Louis, and in a day or two we hope to clear the yards tree."

"Will you engage the stikers again, under such circ

Louis, and in a day or two we hope to clear the yards there."

Will you engage the strikers again, under such circumstances? "the reporter asked.

"The whole matter, as I have said." Mr. Gould answered, "ts in Mr. Hoxle's hands. It is a question how greatly business on our lines has been slocked by the strike. Mills, furnaces and mines have been closed to a certain extent, and perhaps we shall not need so many men to handle the business until confidence has been restored. Mr. Hoxle will follow the instructions of the Board, undoubtedly, and will hire no one who has injured the property of the company nor discharge any one who has remained loyal. I cannot say whether many of the strikers will be re-engaged. The whole matter has been left to Mr. Hoxle."

THE ORIGIN OF THE GREAT STRIKE. DIFFERENT SIDES OF THE STORY TOLD BY A DIS CHARGED FOREMAN AND HIS SUPERIOR.

The Galveston Daily News on March 27 gave over three columns to the explanations of the origin the great railroad strike. The substance of the story is as follows: The discharge from the employ of the Texas and Pacitic Railroad of Charles A. Hall, a foreman in the freight car repair shop at Marshall, Tex.; and the refusal of the company to reinstate him, was the first cause of the the company to reinstate him, was the first cause of the strike. The reason given for Hall's discharge on February 17 was that he had been absent from duty without leave at absence. In a long talk with Glall The Newscorrespondent gives his side of the case in detail. He had been in the employ of the Texas and Pacific Railway for four years, and a member of the Kuights of Labor succe March 17. 1885, having been one of the charter members of the local assembly at Marshall. He took an active part in the strike of 1885, being at that these a mechanic, but was taken back in the employ of the company with the rest of the strikers, and a short time afterward was appointed to the position from which he was discharged.

A meeting of District Assembly 101, to which Hall's estimated the strikers of the strikers of the local assembly 101, to which Hall's effecting a job.

the company with the rest of the strikers, and a short time afterward was appointed to the position from which he was discharged.

A meeting of District Assembly 101, to which Had's local was attached, and to which he was a delegate, was to be held on February 15, and according to Had's story, he applied to J. A. Crosble, the general foreman of the car shops, his immediate superior, for leave of absence to attend the meeting, stating that he would be absent for two or three days, but would be in the shop for a couple of hours in the morning and evening every day. The leave of absence was granted. After the adjoirnment of the Assembly on the 7th Hadi took several of the delegates through the shops by permission. When he went to his desk he found a note from Mr. Crosble telling him that his services were no longer required. He went to Mr. Crosble and was loid that he was discharged because he had been absent without leave of absence and because a man was needed in the position of foreman of whom the men were afraid. The matter was laid before the local executive committee, and that body sent a note to A. H. Watts, the master mechanic of the road, asking the reason for Hall's discharge and requesting his relinstatement. No satisfactory answer was given and the District Executive Board then took the matter in hand, and as they were equally unable to get any satisfaction the strike was ordered. The statement of Mr. Hall is supported by letters and affidavits.

The other side of the story is told by Mr. Crosble. He says that on Saturday, February 13, Hall asked for leave of absence for a comple of hours on Monday, which was granted. He again spoke to him on Sunday about it, and understanding that it was the same request he told him it was all right. Hall was absent for the best part of three days, and Important work had to wait in consequence. On his return he was discharged. Committee called on him in regard to the matter and questioned him. He informed the committee that Hall had been discharged for absence when th

BOTH SIDES STUBBORN IN LYNN. THE KEENES SAY THEIR ENGINE SHALL NOT START

LYNN, Mass., March 31 (Special).—The labor situation here is growing more critical. As a result of a conference between the Shee and Leather Association Exective Board and those members who are debarred from steam power this evening it is again feared a genral strike will result. The Keene Brothers hold that they are absolutely in the right and the Executive Board of Knights of Labor feels that it has done all in its power to remedy the evil and can do no more. One of the Keenes said to-day: "My engine will not start again until the boycott is off." The Knights of Labor members have not been in conference with Mr.

Keene since Tuesday morning. J. C. Fox & Co. were quick in making up their minds on a course to pursue pending the Keene trouble. Within an hour after the shutting down they had within an hour after the shutting down they had extra quarters, where they have since been doing as much of their business as was possible. Reside this they purchased an engine, and within twenty-four hours will have on their cutter force of help, and continue manufacturing with steam and power of their own. There has been considerable discussion among the disabled manufacturers as to whether the Keenes have broken their lease contracts with their several tenants, legal advice has been taken on the question and the conclusion arrived at its that the Keenes have violated their contracts, and that the violation will exist uptil such time as steam for heating and power for munufacturing is again furnished. This is the seventeenth week of the Keene troubles. An extra force is employed at the Skowhegan factory and thirty-five or forty cases of sinces are being manufactured each day. These goods are received at the Lynn factory from day to day for final shipment, it would seem that the Keene business was doing well, and for four months the Lynn Knights of Lanor have been out of the Lynn shop on strike in behalf of their country friends to no purpose and no prospect of a settlement. Three or four hundred shoemakers, men and women, have been out of work on account of the Skowhegan troubles. Some of these have found work elsewhere, but in the main most of the Lynn Keene force are still idea. Thatty-five union lasters were discharged from the Malne factory and this caused the trouble.

HUNTINGTON, Penns, March 31 (Special).—The effort to extra quarters, where they have since been doing as

Maine factory and this caused the trouble.

HUNTINGTON, Penn., March 31 (Special).—The effort to hold a meeting to-day at Oscola, in the Clearfield region, was a failure so far as practical results are concerned. The invitation of President Hughes, of the Executive Board of the Miners Federation, to be present was not complied with, and consequently there was nobody with whom Mr. Hughes and the committee could negotiate. The operators positively refuse to treat with President Hughes or recognize him in the cificial capacity in which he presumes to act.

day posted notices requesting all dyers to keep away from the mill.

NEW-HAVEN, Conn., March 31.—The carriage body makers and blacksmiths at Demarret's shop have been granted the increase asked for an a valentary to work. Crittenden & Co. have acceded to like demands of their blacksmiths, but the latter decline o go to work until the body makers are included in the advance. There are indications that all of the shops will concede the demands asked, or arbitrate.

Boston, March 31.—The employes of the South Boston Street Railroad yesterday, through the Kolahts of La-bor, demanded an advance in wages and redress of grievances.

STONEHAM, Mass., March 31.—The Stoneham horse-car employes have demanded an increase in wages from \$1.50 to \$2 a day for drivers and from \$1.75 to \$2.75 for conductors. An answer is required by the men on April 1.

New-Emitain, Conn., March 31.—The American Hostery Company has compromised with its striking employes, and work will be resumed next Manday at an average increase of 10 per cent in wages.

Beverter, Mass., March 31.—The Manufacturers' Association and Municipal Board of the Krights of Labor agreed yesterday to leave to arbitration the rule concerning the employer's right to employ or discharge at picasure. All that remains to be settled is the question of prices, over which there will probably be no disaarreement. Everything indicates an immediate end to the strike, which has lasted seven weeks, as affected 2,000 bands, and which has cost in wages alone \$20,000.

hands, and which has cost in wages alone \$20,000.

PHILADELPHIA. March 31 (Special).—Mayor Smith to night issued stringent orders to the Poince Department concerning the threatened strike of the conductors and drivers of the city railway lines. Every man is ordered to remain, when off duty, at the station to which they belong, and under no circumstances will they be allowed to absent thems lives under pain of dismissal. The Board of Presidents meets to-morrow at noon and its action will be laid before the Arbitration Committee of the Kuignis of Labor which will submit it to the men at Industrial Hall in the evening. If the terms are not accepted by the men a strike will be ordered.

Baltimore, March 31.—The Civil Server Reformer for April will to-morrow contain an open letter from Professor Ely, of the Johns Hopkins University, to the Knights of Labor. He urges the labor organiz vilous to support Civil Service Reform as a means of securing intelligent legislation.

Bearing, March 31.—Three of the largest cigar manual-

READING, March 31.—Three of the largest cigar manufactories in Boyertown, this county, closed down to-day indefinitely, throwing out of work between three and four hunded people. Various causes are assumed, the leading point being that the hands who now belong to the Cigar-makers' Union must become Knights of Labor so that the cigars may bear Knights of Labor labels.

WILMINGTON, Del., March 31.—All the morocco workers except the collar men in Charles Muller's factory are out again to-day and the factories are dide except for the efforts of the proprietors and elerks to save unfinished stock. The other manufacturers manifest no disposition to yield thus far. The strikets number 1,500. There is END OF THE STRIKE AT COHOES.

TROY, March 31 (Special) .- The strike at Cohoes ended to-night, and to-morrow morning 8,000 operatives will go to work. The mill-owners have con-

of 12 per cent. The atrike has lasted tifteen days and was begun by the Kuights of Labor. One of the condi-tions of the return to work is that no operatives will be discharged because of the strike. There is great rejoic-ing in Cohoes. MR. POWDERLY SICK IN SCRANTON. SCHANTON, Penn., March 31.-General Mas-

ter-Workman Powderly arrived in this city this fore-

The messenger boys employed in the offices of the United Lines Telegraph Company in lower Broadway, Wail-st. and Leonard-st. went on strike yesterday. There are about twenty-five of them. They are paid 2<sup>1</sup>g cents a message, with one-half cent extra in case of a reply. They claim that each office has a pet boy who gets \$4 50 a week, and they demand the same. It was refused. The offices are picketed and any boy who

applies for work meets with a warm reception During the recent session of the General Executive Board of the Knights of Labor arrangements were made for the readmission of the telegraphers into the order, and in another month old District Assembly No. 45 will

Nearly 100 bluestone-cutters met at Broadway and Thirty-first-st, last night to form an organization to be known as Bluestone Cutters and Flaggers' Association

WORK OF THE CENTRAL LABOR UNION.

A special meeting of the Central Labor Union was held last night at No. 141 East Eighth-st. The committee appointed to confer with the cloth hat and cap manufacturers reported that the manufacturers had agreed to the following propositions: All shops must employ none but union hands; no person under sixteen years shall be employed; no tenementhouse or contract work shall be given out; all troubles shall be settled by arbitration and no hat or cap maker shall have more than one helper; the agreement to last more than one year. A reso lution was passed that if any organization asked for a committee to settle troubles between them and their employers they must abide by the decision of the

committee or be expelled. committee or be expelled.

The proposition which was submitted on Monday by the Arbitration Committee of the Central Labor Union to the Executive Committee of the Manufacturers' Association, in which it offered to give the manufacturers until July 15 to do away with the contract system and insisting that all the strikers should be put back to work, was submitted to a full meeting of the Manufacturers' Association on Tuesday night. After a long discussion, it was refused, and Secretary Richman was ordered to inform the strikers that the manufacturers would not give up the contractors under any circumstances, but promising that such of the strikers as chose to resume work would be taken on at once without regard to their connection with the strike.

TROUBLESOME AQUEDUCT STRIKERS. A mob of strikers from the shafts of the new

Aqueduct caused a good deal of excitement in West Harlem yesterday atternoon. They started at shaft No. 32 with only a dozen men. Going up to the mouth of a shaft they shouted to the workmen in it to come out and quit work. Nearly all of the men would stop work, and those who were not inclined to were made to by threats. By the time Shaft No. 30 had been reached the crownumbered more than fifty. They were then getting bets terous, and were threatening to make trouble unless de mands which they made were complied with. A policeman is stationed at each of the shafts, but they were not strong enough to queil the disorder, Word was sent to the Thirty-Ir-Thirty-Arat Shaft No. 30 they were met by a sergeant and twe ve

cinct, and when the strikers were leaving Shaft No. 30 they were met by a sergeant and twe.ve policemen. The strikers picked up stones and sticks and seemed inclined to fight, but when the police were about to make a charge the courage of the mob disappeared and they three down their sticks and stones.

The strikers said that all they wanted was to get the money that was due them. They had been paid only \$1.50 a day and they could not get that without having a portion of it deducted. The police then ordered them to disperse or they would all be locked up. The crowd began to scatter after this and the excitement subsided. Some of the strikers, however, went further up the aqueduct in small parties and prevailed on the men in some of the other shafts below the Harlem River to join them. It was reported that a general strike on the aqueduct would occur to-day. The shafts from No. 27 to 32 are being worked by John Brunton & Co. Last evening Superintendent Dash said!

"The men came to the office on Tuesday night. They wanted to get some oil suits that had just arrived and told them that they would get them in the morning that they would be charged the cost of the suit, about 23. They grumbled at this. This morning they refused to work unless they received the oil suits and tweaty-free cents more a day. This we refused and they quit work.

NO TROUBLE ON THE SEVENTH AVENUE ROAD, There is little likelihood of a "tie-up" on the Seventh Avenue Ratiroad. The action of the men on Tuesday night in resolving to resist a reduction in wages from \$2 25 to \$2 a day was the result of a misunder standing of the talk that some of the men had with Superintendent Newell. To a TRIBUNE reporter yesterday

Mr. Newell said:
"The whole thing is a mistake and there is no probability of any trouble between the company and its em-ployes. We do not propose to reduce wages. I had